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CHICAGO: 77 Jackson St.

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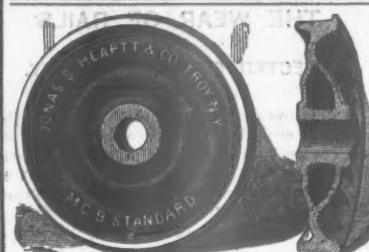
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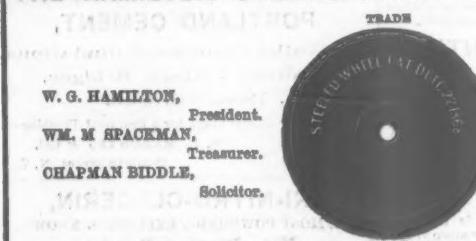


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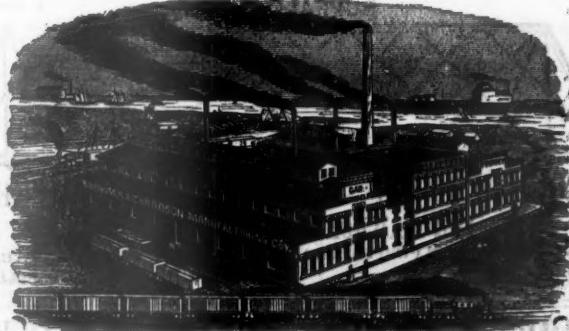
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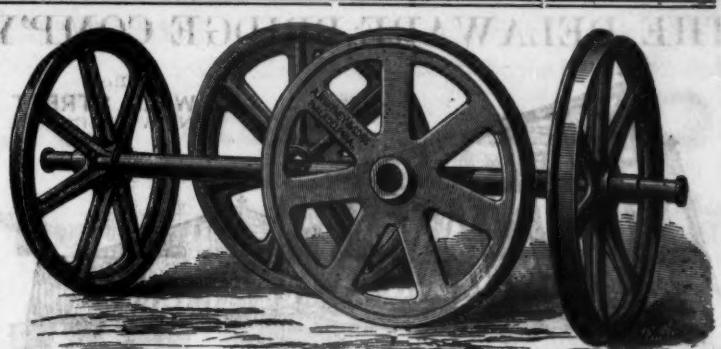
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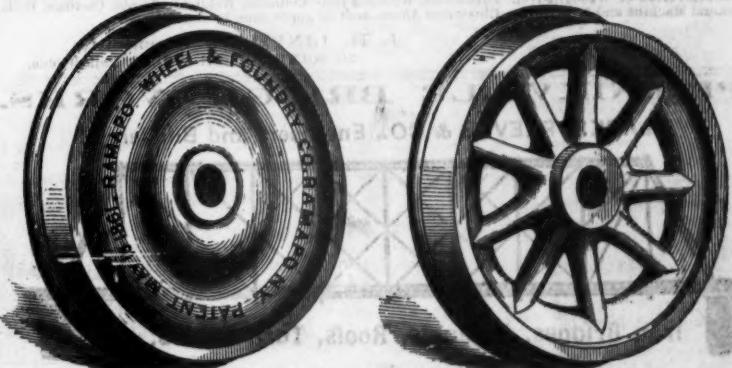
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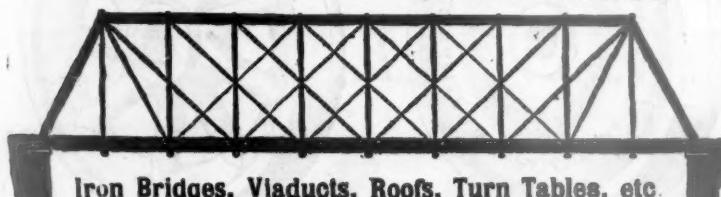
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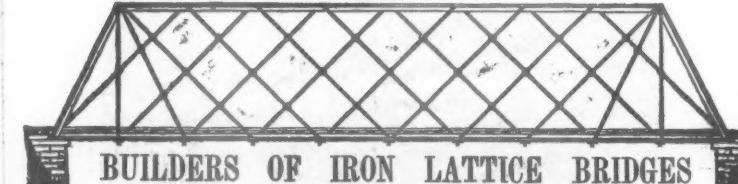
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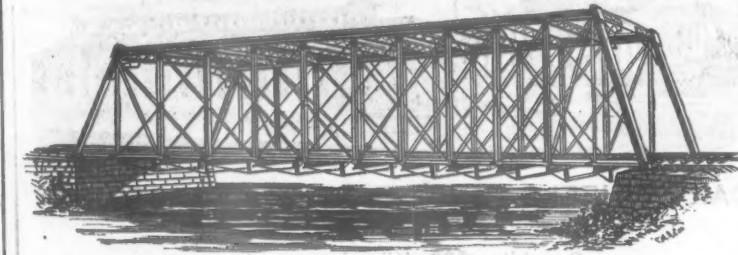
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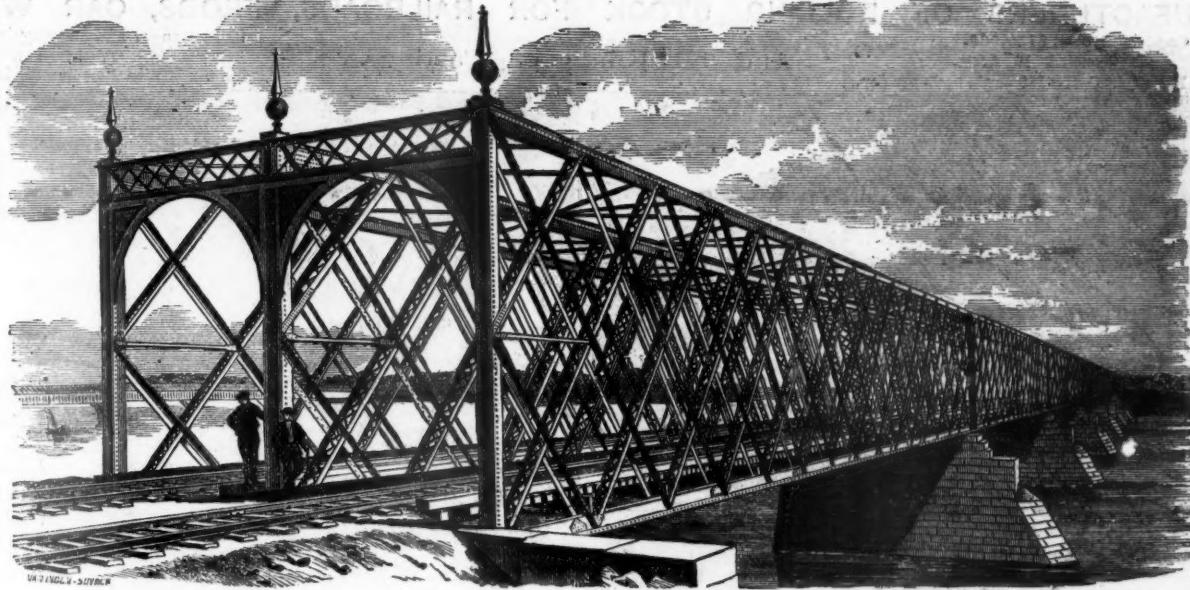
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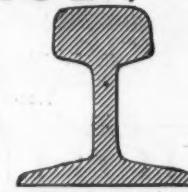
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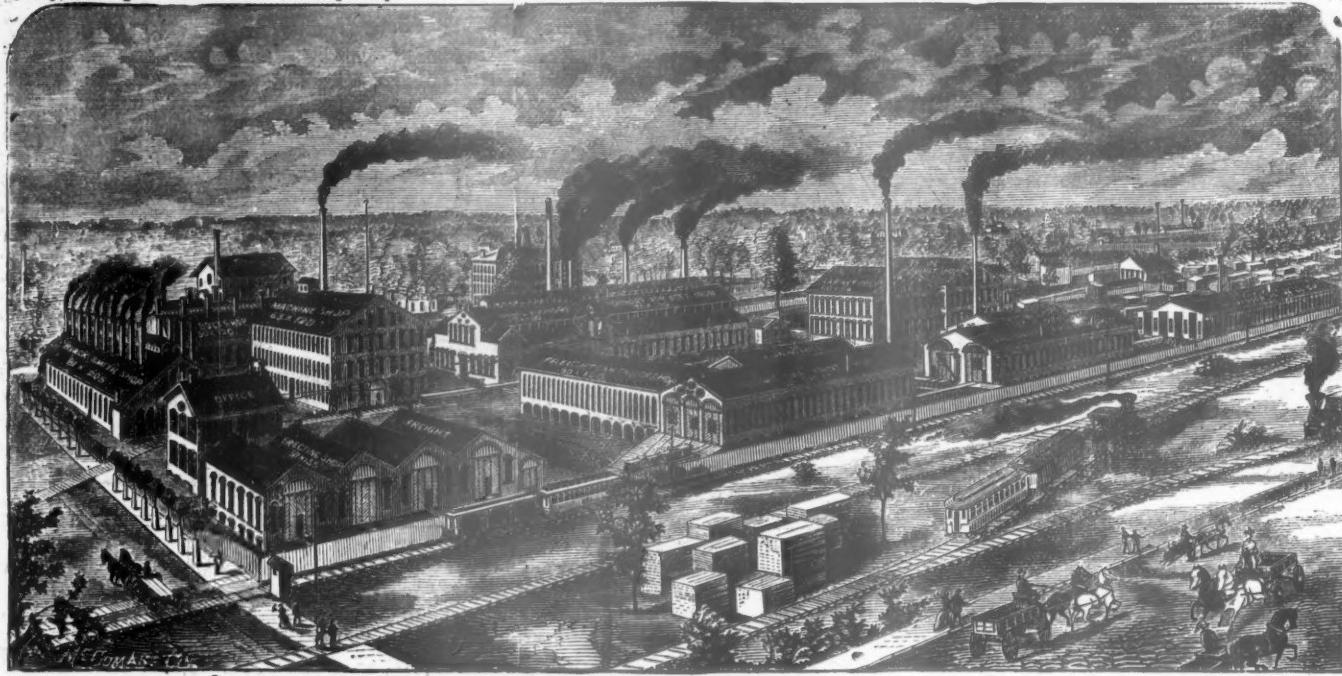
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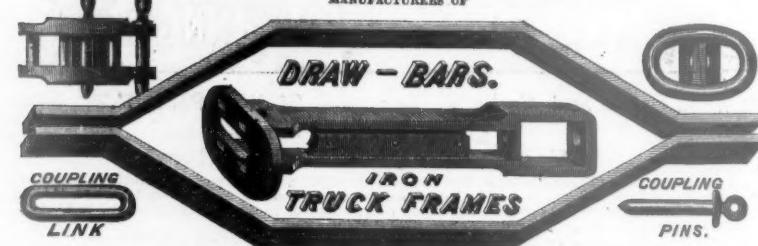


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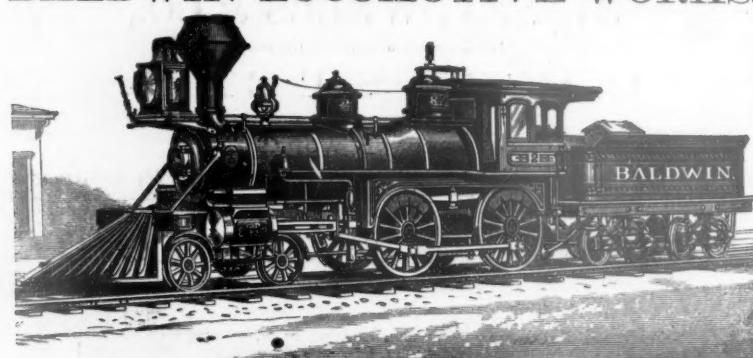
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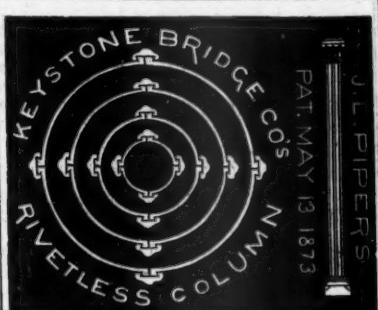
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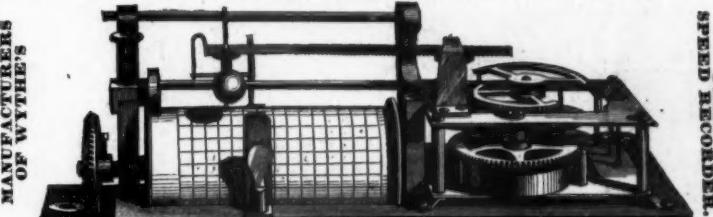
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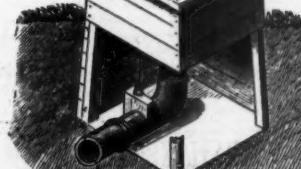
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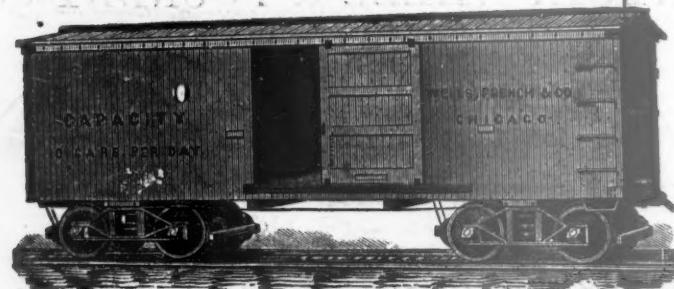
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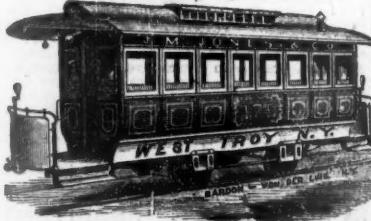
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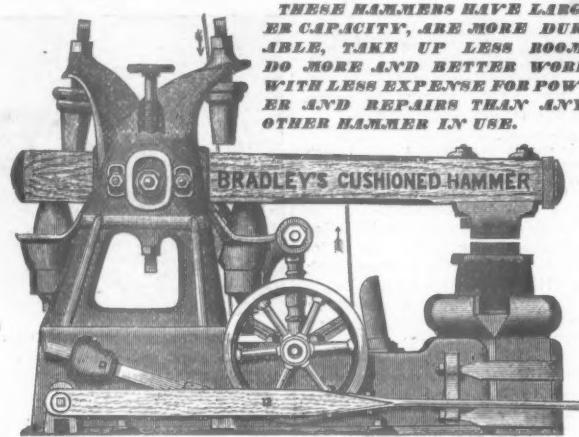
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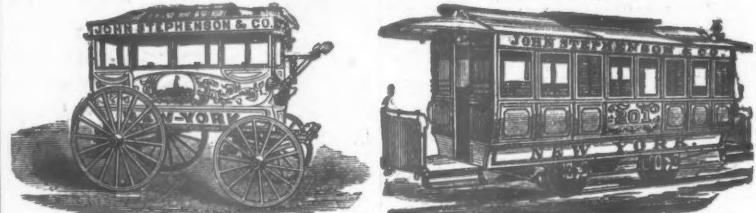


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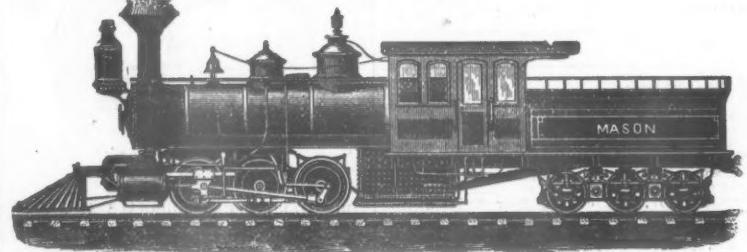
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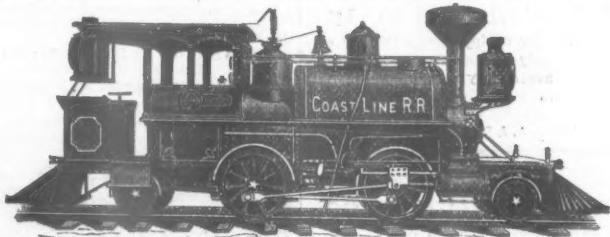
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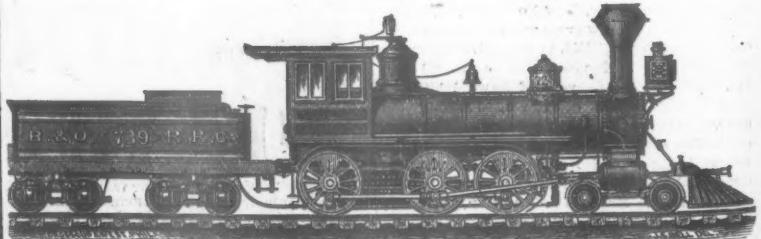
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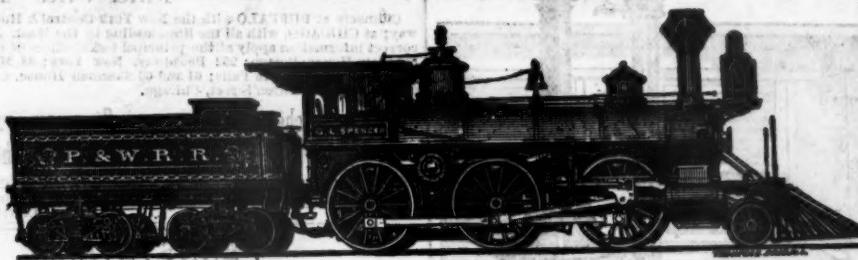
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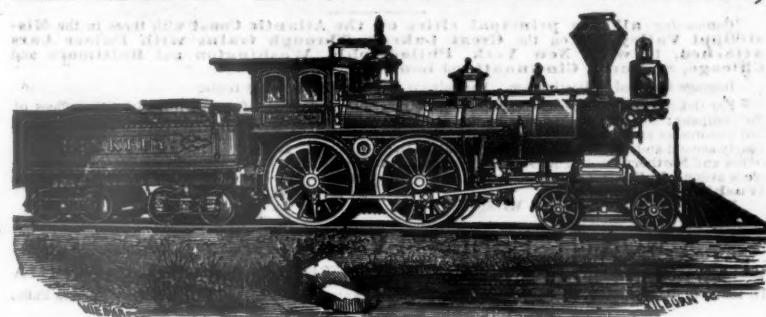
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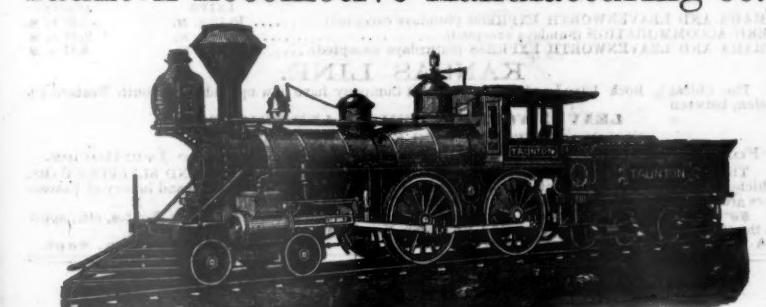


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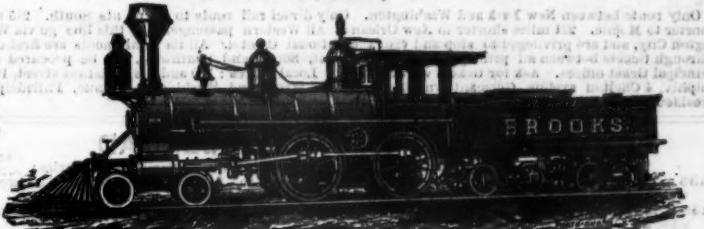
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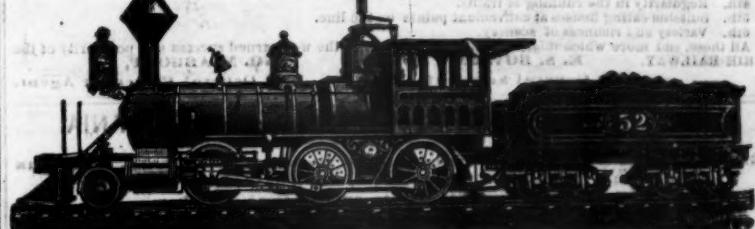
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Proprietors of the following Letters Patent granted to Levi Bissell, Aug. 4, 1864; Nov. 2, 1864 (extended Nov. 2, 1872); A. W. Smith, Feb. 11, 1862; D. B. Pratt, Oct. 16, 1860; W. S. Hudson, April 8, 1864, and May 10, 1864.

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A very simple, safe and efficient plan for Warming Railway Carriages by Hot Water Pipes, which radiates the heat directly at the feet of each passenger, without the necessity of going to the stove to be warmed. All the finest Drawing-Rooms and Sleeping Cars in the United States have it, or are adopting it.

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Only route between New York and Washington. Only direct rail route to all points South. 275 miles shorter to Mobile. 221 miles shorter to New Orleans. All Western passengers by this line go via Washington City, and are privileged to stop and visit the National Capitol. All its equipment are first-class. Through tickets between all principal points East, West, South and Southwest, can be procured at all principal ticket offices. Ask for tickets via Baltimore. Local Offices: 700 and 838 Chestnut street, Philadelphia; 4 Clinton avenue, Germantown; Depot, Broad street and Washington avenue, Philadelphia; President Street Depot, and 142 West Baltimore street, Baltimore, Md.

BALTIMORE & OHIO RAILROAD.

Three Fast Express Trains leave New York via Desbrosses and Cortlandt street ferries: 8:35 a. m., daily, except Sundays, Washington, Lynchburg, and the Southwest, Cincinnati, Chicago, the West and Northwest, Louisville, New Orleans, etc. 8:55 p. m., daily, except Sundays, Washington, Richmond and the South, Pittsburgh, Cincinnati, Louisville, St. Louis, Chicago, the West and Northwest. 8:55 p. m., daily, Washington, Richmond and the South, Lynchburg and the Southwest, New Orleans, through sleepers Baltimore to New Orleans, Pittsburgh, Cincinnati, Louisville, Indianapolis, St. Louis, Chicago, the West and Northwest.

For through Tickets and general information call at Company's offices, 261 and 215 Broadway, and at ticket offices foot of Desbrosses and Cortlandt streets. Ask for tickets via Baltimore & Ohio Railroad. Through cars, Jersey City to Washington. Through cars, Baltimore to Chicago, Cincinnati, etc.

LEHIGH VALLEY RAILROAD

ARRANGEMENT OF PASSENGER TRAINS, AUG. 8, 1875.—Leave depots foot of Cortlandt and Desbrosses streets, New York, at 7 a. m. through to Easton, Bethlehem, Allentown, Mauch Chunk, Hazleton, Beaver Meadow, Mahanoy City, Shenandoah, Mt. Carmel, Wilkes-Barre, Pittston and Elmira, making close connections for Ithaca, Auburn, Rochester, Buffalo, Niagara Falls, etc. At 1 p. m. for Easton, Bethlehem, Allentown, Mauch Chunk, Hazleton, Mahanoy City, Shenandoah, Wilkes-Barre, Pittston and Tunkhannock, connecting with trains for Reading, Pottsville and Harrisburg. At 4 p. m. local for Easton, Bethlehem, Allentown and Mauch Chunk. At 6:30 p. m. Night Express, daily, for Easton, Bethlehem, Allentown, Mauch Chunk, Wilkes-Barre, Pittston and Elmira, making close connection with trains for Ithaca, Auburn, Rochester, Buffalo, Niagara Falls and the West. Pullman's sleeping coaches attached to this train.

ROBERT H. SAYRE, Superintendent and Engineer.

THE ATLANTIC & GREAT WESTERN RAILROAD,
in connection with the

ERIE RAILWAY.

forms the Great Broad-Gauge Route to the WEST and SOUTH. For Chicago, Cleveland, Omaha and all points in the Northwest. For Cincinnati, Louisville, St. Louis, Kansas City and points in the Southwest.

THIS IS THE ONLY LINE, in connection with the Erie Railway, which runs through sleeping coaches from New York and local stations to Cleveland, Mansfield, Galena, Dayton and Cincinnati without change.

The Southern system of railways are now running palace sleeping coaches from Cincinnati (in direct connection with express trains on this line) to Memphis, Jackson and New Orleans; from Cincinnati to Nashville, Decatur, Montgomery, Mobile and New Orleans—making but one change from New York to any prominent point South via this line.

For through tickets at lowest rates, palace coach locations, and further information concerning the route, please apply at ticket offices Erie Railway and at offices of connecting lines.

Ask for tickets via the Atlantic and Great Western Railroad.

P. D. COOPER, Gen. Supt., CLEVELAND, O.

W. B. SHATTUC, Gen. Passenger Agent, CINCINNATI, O.

ERIE RAILWAY.
BROAD GAUGE DOUBLE TRACK.
The Short Line Between New York and Buffalo and Niagara Falls.

THREE THROUGH EXPRESS TRAINS EACH WAY DAILY. LUXURIOUS DRAWING ROOM AND SLEEPING COACHES.

What Gives Popularity to a Railway.

- 1st. Good management; a strict regard to the comfort and safety of passengers.
- 2d. Low rate of fare, fostering and encouraging travel.
- 3d. Suitable equipment, with trains sufficient to accommodate all the business that offers.
- 4th. Regularity in the running of trains.
- 5th. Suitable eating houses at convenient points on the line.
- 6th. Variety and richness of scenery.

All these, and more which might be added, contribute to the well earned success and popularity of the ERIE RAILWAY.

E. S. BOWEN, JNO. N. ABBOTT,
General Superintendent. General Passenger Agent.

THE BEST ROUTE TO INTERIOR PENNSYLVANIA.

Express Trains daily from Philadelphia to Reading, Harrisburg, Tamaqua, Pottsville, Mahanoy City, Ashland, Shamokin, Danville, Williamsport, and all points on the Coal, Lumber and Ore Regions of the State.

EXPRESS TRAINS FROM ALLENTON FOR SAME POINTS IN CONNECTION WITH TRAINS OF CENTRAL RAILROAD OF NEW JERSEY FROM NEW YORK.

Purchase Tickets via Reading.

J. H. WOOTTON, C. G. MANCOCK,
Gen. Supt., Reading. Gen. Ticket Agent, Phila.

THE LAKE SHORE & MICHIGAN SOUTHERN R.Y.
Chicago and Buffalo South Shore Line via Cleveland and Toledo.

Connects at BUFFALO with the New York Central & Hudson River Railroad, and with the Erie Railway; at CHICAGO, with all the lines leading to the West, Northwest and Southwest. For tickets and correct information apply at the principal ticket offices of connecting lines, and at the Company's Offices, Old State House, Boston; 262 Broadway, New York; 88 Mill Street, Rochester, New York; No. 4, International Hotel, Niagara Falls; 62 and 66 Sherman House, Chicago; Rotunda, Palmer House, Chicago, and at Depot on Van Buren Street, Chicago.

Sleeping Coaches and Baggage Cars are run by this Line Between Chicago and New York Without Change.

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General Eastern Pass. Agent,
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GREAT TRUNK LINE AND UNITED STATES MAIL ROUTE. THE BEST CONSTRUCTED AND MOST COMPLETELY EQUIPPED RAILWAY IN AMERICA.

Connecting all the principal cities on the Atlantic Coast with those in the Mississippi Valley and on the Great Lakes. Through trains with Palace Cars attached, between New York, Philadelphia, Washington and Baltimore and Chicago, St. Louis, Cincinnati and Louisville.

Baggage Checked to Destination. Fare always as low as by any other route.

For tickets, palace and parlor car accommodations, and all desired information, apply at the offices of the Company: Nos. 208 and 206 Washington st., Boston; No. 1 Astor House, Nos. 926 and 944 Broadway, and Desbrosses and Cortlandt street ferries, New York; Nos. 838 and 1348 Chestnut street, and Depot, Thirty-second and Market streets, Philadelphia; N. E. cor. Baltimore and Calvert streets, Union Depot and Northern Central Railway Depot, Baltimore; N. E. corner Thirteenth street and Pennsylvania Avenue, N. E., corner Sixth street and Pennsylvania Avenue, and Baltimore and Potomac R. R. Depot, Washington City.

FRANK THOMSON, General Manager

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NORTH PENNSYLVANIA RAILROAD.

THE SHORT AND FAVORITE ROUTE FROM PHILADELPHIA To the Lehigh, Wyoming and Susquehanna Valleys, Scranton, Elmira, Rochester, Buffalo, Niagara Falls, New York State, the West and Northwest.

FAST TIME, SURE CONNECTIONS, PARLOR AND SLEEPING CARS.
Philadelphia Passenger Depot, Berks and American Streets.

Daily fast Freight Trains are run between Philadelphia and the above-named districts, delivering freight with regularity and dispatch on terms as low as any other route.

PHILADELPHIA FREIGHT DEPOT, FRONT AND NOBLE STREETS.

ELLIS CLARK, Gen'l Agent, Front and Willow Streets, Philadelphia.

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CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS RAILWAY,
THE GREAT CENTRAL TRUNK ROUTE TO THE OHIO AND MISSISSIPPI RIVERS.

Evening trains leave CLEVELAND daily with Palace Sleeping Cars, for COLUMBUS, CINCINNATI, INDIANAPOLIS, LOUISVILLE, TERRE HAUTE, EVANSVILLE, ST. LOUIS and all points West and South.

Morning trains leave daily except Sunday, with through Palace Coaches, for COLUMBUS, CINCINNATI, INDIANAPOLIS, LOUISVILLE and ST. LOUIS without change.

This is the only line making direct connection with all the Principal Trunk Lines of the East for NASHVILLE, MEMPHIS, NEW ORLEANS and all points in Texas, either by way of LOUISVILLE or ST. LOUIS.

Direct connection at ST. LOUIS for all Railway Towns in Kansas, Nebraska and Colorado.

EQUIPMENT COMPRIMES ALL VALUABLE IMPROVEMENTS.

THE BEST ROAD-BED AND SAFEST ROAD IN THE WEST.

Tickets by this route for sale at all regular ticket offices.

E. J. FLINT,
General Superintendent.

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General Ticket Agent.

CHICAGO, ROCK ISLAND & PACIFIC RAILROAD.
The direct route for Joliet, Morris, Ottawa, LaSalle, Peru, Henry, Peoria, Lacon, Genesee, Moline, ROCK ISLAND, DAVENPORT, Muscatine, Washington, Iowa City, Grinnell, Newtown, Des Moines, COUNCIL BLUFFS AND OMAHA.

Connecting with Trains on the Union Pacific Railroad for CHEYENNE, DENVER, CENTRAL CITY, OGDEN, SALT LAKE, WHITE PINE, HELENA, SACRAMENTO, SAN FRANCISCO, and Points in Upper and Lower California, and with Ocean Steamers at San Francisco, for all Points to China, Japan, Sandwich Islands, Oregon and Alaska.

DEPOT, HEAD OF LA SALLE STREET; TICKET OFFICE, PACIFIC HOTEL.

	LEAVE.	ARRIVE.
OMAHA AND LEAVENWORTH EXPRESS (Sundays excepted)	10:15 A. M.	2:30 P. M.
PERU ACCOMMODATION (Sundays excepted)	5:00 P. M.	9:30 A. M.
OMAHA AND LEAVENWORTH EXPRESS (Saturdays excepted)	10:00 P. M.	6:15 A. M.

KANSAS LINE.

The Chicago, Rock Island and Pacific Railroad Company have now opened their South Western Division, between LEAVENWORTH, ATCHISON AND CHICAGO.

CONNECTING WITH KANSAS RAILROADS,

FOR ALL POINTS IN WESTERN MISSOURI, COLORADO AND THE TERRITORIES.

The Company have built a full complement of PALACE DRAWING ROOM AND SLEEPING CARS, which for external beauty and interior arrangements for the comfort, convenience and luxury of passengers are unequalled, if equalled, by any other cars of the kind in the world.

Ask for Through Tickets, and all desired information in regard to Rates, Routes, etc., apply at the Company's Office, Chicago, or 287 Broadway, New York.

A. M. SMITH, Gen. Pass. Agent.

HUGH RIDDELL, Gen. Supt.

UNION PACIFIC RAILROAD
VIA OMAHA.

THE ONLY DIRECT ALL RAIL ROUTE; being 226 miles the Shortest Route Salt Lake, Sacramento, San Francisco, and the Mining Districts of Utah, Montana, Nevada, California, Etc., Etc.

Five Hours the Quickest Route to Denver.

CLOSE CONNECTIONS MADE AT CHEYENNE WITH DENVER PACIFIC RAILWAY. AT DENVER WITH THE COLORADO CENTRAL. AT GOLDEN CITY WITH DAILY COACHES FOR THE MINES.

BAGGAGE CHECKED THROUGH FROM CHICAGO TO DENVER, AND FROM OMAHA TO SALT LAKE CITY, SACRAMENTO, SAN FRANCISCO, ETC.

T. E. SICKELS,

Chief Engineer and Superintendent.

THOS. L. KIMBALL,
General Ticket Agent, Omaha, Neb.

EMPIRE LINE.

THE EMPIRE TRANSPORTATION COMPANY OFFERS TO THE BUSINESS COMMUNITY A RELIABLE FAST FREIGHT LINE BETWEEN THE EAST AND THE WEST AND THE GREAT OIL REGION OF PENNSYLVANIA.

VIA THE PHILADELPHIA & ERIC RAILROAD AND ITS CONNECTIONS.

IT OWNS AND CONTROLS ALL THE CARS OF ITS LINE, WHICH ARE NEW AND BUILT EXPRESSLY FOR ITS TRADE, AND FURNISHED WITH BROAD TREAD WHEELS, WHICH ENABLE IT TO RUN THROUGH IRRESPECTIVE OF CHANGE OF GAUGE, THEREBY AVOIDING THE INJURIOUS DELAYS PREVALENT AT TRANSHIPPING POINTS.

The line is managed by men of long experience in the business, and no effort will be spared on their part to render satisfaction to its patrons.

Parties ordering goods from the East will please direct shippers to mark packages "EMPIRE LINE," and refer them to the agents of the company for shipping directions, etc., etc.

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MICHIGAN CENTRAL RAILROAD,

AN IMPORTANT LINE IN THE

GREAT CENTRAL ROUTE

Between the East and West.

THREE EXPRESS TRAINS EACH WAY DAILY, MAGNIFICENTLY EQUIPPED WITH NEW DAY COACHES

AND

WAGNER SLEEPING AND PARLOR CARS.

THROUGH CARS FROM AND TO

CHICAGO, NEW YORK AND BOSTON.

H. B. LEDYARD, Ass't Gen'l Sup't, Detroit. WM. B. STRONG, Gen'l Sup't, Chicago.

HENRY C. WENTWORTH, Gen'l Pass. and Tkt. Agent, Chicago.

THE FAVORITE THROUGH PASSENGER ROUTE.
CHICAGO, BURLINGTON & QUINCY
RAILROAD LINE.

THREE THROUGH EXPRESS TRAINS DAILY.

FROM CHICAGO	Hours.	1st Class Fare.	FROM CHICAGO	Days.	1st Class Fare.
TO OMAHA,	23	\$16.00	TO DENVER,	2½	\$57.00
TO ST. JOSEPH,	21	17.20	TO SACRAMENTO,	4½	116.00
TO KANSAS CITY,	22	17.20	TO SAN FRANCISCO,	5	116.00

Trains leave Chicago from the Great Central Depot, foot of Lake street, stopping at Indiana avenue and Canal street stations, as follows:

BURLINGTON, KEOKUK, COUNCIL BLUFFS & OMAHA LINE.

7:30 A. M. MAIL AND EXPRESS (except Sunday), stopping at all stations; making close connections at Mendota with Illinois Central for Amboy, Dixon, Freeport, Galena, Dunleith, Dubuque, La Salle, El Paso, Bloomington, etc.

10:00 A. M. PACIFIC FAST LINE (except Sundays), stopping at Aurora, Mendota, Princeton, Buda, Galva, Galesburg, and all stations west and south of Galesburg.

ELEGANT DAY COACHES and Pullman Palace Drawing-Room Cars are attached to this train daily from

CHICAGO TO COUNCIL BLUFFS AND OMAHA WITHOUT CHANGE.

10:00 P. M. PACIFIC NIGHT EXPRESS (Daily, except Saturday), for Burlington, Ottumwa, Des Moines, Nebraska City, Council Bluffs, Omaha and all points west. Pullman Drawing-Room Sleeping Car attached to this train daily from Chicago to Burlington, and Elegant Day Coaches, from Chicago to Council Bluffs and Omaha without change! This is the Route between CHICAGO, COUNCIL BLUFFS AND OMAHA running the celebrated Pullman Palace Dining Cars.

THE SHORTEST, BEST AND QUICKEST

ROUTE BETWEEN CHICAGO AND KEOKUK.

Crossing the Mississippi River on the Great Iron Bridge at Burlington!

QUINCY, ST. JOSEPH, LEAVENWORTH AND KANSAS CITY LINE

7:30 A. M. MAIL AND EXPRESS (except Sunday), stopping at all stations; making close connections at Mendota with Illinois Central for Amboy, Dixon, Freeport, Galena, Dunleith, Dubuque, La Salle, El Paso, Bloomington.

10:00 A. M. PACIFIC FAST LINE (Daily, except Sunday), with ELEGANT DAY COACHES and PULLMAN'S PALACE SLEEPING CARS attached, running through from Chicago to KANSAS CITY. Without Change!

10:00 P. M. PACIFIC NIGHT EXPRESS (Daily, except Saturday), with Pullman Palace Drawing-Room Sleeping Car attached, running through from Chicago to Quincy and Kansas City Without Change!

THIS IS THE SHORTEST, BEST AND ONLY ROUTE BETWEEN CHICAGO AND KANSAS CITY WITHOUT CHANGE OF CARS OR FERRY.

The Shortest, Best and Quickest Route between Chicago and St. Joseph, Atchison, Weston, Leavenworth, Lawrence, and all points on the Kansas Pacific Railway.

LOCAL TRAINS LEAVE CHICAGO FOR

Riverside, Hinsdale and Downer's Grove.....11:00 A. M., 1:45 and 6:15 P. M.
Mendota and Ottawa Passenger.....4:30 P. M.
Aurora Passenger.....1:00 P. M. (Sunday only), 3:15 and 5:30 P. M.

ASK FOR TICKETS via Chicago, Burlington & Quincy Railroad, which can be obtained at all the principal offices of connecting roads, and at the Company's office, 59 Clark street, Chicago; also at the Company's office in Great Central Depot, foot of Lake street, and at Indiana avenue and Canal street stations, at low rates as by any other route.

ROBERT HARRIS,

General Superintendent,

CHICAGO.

D. W. HITCOCK.

Gen'l Pass. Agent,

CHICAGO.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

THE DIRECT ROUTE TO

MILWAUKEE, ST. PAUL AND MINNEAPOLIS,

And all portions of Wisconsin, Minnesota and Northern Iowa.

Purchase Tickets Via Milwaukee.

Passengers going via this NEW DIRECT ROUTE to Milwaukee leaves from and arrive at the most Central and best located Depots in Chicago, Milwaukee and St. Paul.

BAGGAGE CHECKED THROUGH BY THIS ROUTE!

Passengers from Chicago can obtain these Advantages only by taking the trains of Chicago, Milwaukee & St. Paul Railway, at Union Depot, corner West Madison and Canal streets.

SPECIAL NOTICE.

This Line connects more important Business Centres than any other route in the Northwest, is as short as the shortest, and is fully equipped with the best of Day and Sleeping Coaches.

A. V. H. CARPENTER,
Gen. Passenger Agent, Milwaukee,S. S. MERRILL,
Gen. Manager, Milwaukee.T. E. CHANDLER,
Passenger and Ticket Agent, 37 West Madison street, Chicago.

CHICAGO & NORTHWESTERN RAILWAY.

This great corporation now owns and operates over two thousand miles of road radiating from Chicago like the fingers of a man's hand, its lines reach in all directions and cover about all of the country north, northwest and west of Chicago. With one branch it reaches Racine, Kenosha, Milwaukee and the country north thereof; with another line it pushes through Janesville, Watertown, Oshkosh, Fond du Lac, Green Bay, Escanaba to Neenah and Marquette; with another line it passes through Madison, Elroy and for St. Paul and Minneapolis; branching westward from Elroy it runs to and through Winona, Owatonna, St. Peter, Mankato, New Ulm, and stops not until Lake Pepin, Dakota, is reached; another line starts from Chicago and runs through Elgin and Rockford to Freeport, and, via the Illinois Central, reaches Warren, Galena and Dubuque; and the country beyond. Still another line runs almost due westward, and passes through Dixon, Sterling, Fulton, Clinton (Iowa), Cedar Rapids, Marshalltown, Grand Junction, Missouri Valley Junction, to Council Bluffs and Omaha. This last-named is the "Great Trans-Continental Route," and the pioneer overland line for Nebraska, Colorado, Utah, Idaho, Montana, Nevada, California and the Pacific Coast. It runs through the Garden of Illinois and Iowa, and is the best, safest, shortest and quickest route for Omaha, Lincoln and other points in Nebraska, and for Cheyenne, Denver, Salt Lake City, Virginia City, Carson, Sacramento, San Francisco, and all other points west of the Missouri River.

On the arrival of the trains from East or South, the trains of the Chicago & Northwestern Railway leave CHICAGO as follows:

For Council Bluffs, Omaha and California—Two through trains daily, with Pullman Palace Drawing-Room and Sleeping Cars through to Council Bluffs.

For St. Paul and Minneapolis—Two through trains daily, with Pullman Palace Cars attached to both trains.

For Green Bay and Lake Superior Two trains daily, with Pullman Palace Cars attached and running through to Marquette.

For Milwaukee—Four through trains daily. Pullman Cars on night trains. Pullman parlor chair cars on day trains.

For Winona and points in Minnesota—One through train daily, with Pullman sleepers to Winona.

For Dubuque via Freeport—Two through trains daily, with Pullman Cars on night train.

For Dubuque and La Crosse via Clinton—Two through trains daily, with Pullman cars on night train to McGregor, Iowa.

For Sioux City and Yankton—Two trains daily. Pullman cars to Missouri Valley Junction.

For Lake Geneva—Four trains daily.

For Rockford, Sterling, Kenosha, Janesville and other points you can have from two to ten trains daily.

MARVIN HUGHITT,
Superintendent.W. H. STEPHENSON,
General Passenger Agent.

CHICAGO & ALTON RAILROAD,

THE ONLY FIRST-CLASS ROAD IN THE WEST.

(See Classification of Railroads by Board of Railroad Commissioners.)

CHICAGO, KANSAS CITY AND DENVER SHORT LINE.

Pic's Joliet, Bloomington & Jacksonville, Ill., Crossing the Mississippi on the Great Iron Bridge at Louisville, Ind., and

CHICAGO, SPRINGFIELD, ALTON & ST. LOUIS THROUGH LINE.

Leave.

12:00 noon*	Kansas City and Denver Fast Ex. via Jacksonville, Ill., and Louisiana, Mo.	Arrive. 2:10 p.m.
9:30 a.m.	St. Louis Ex. via Main Line.	2:50 p.m.
9:40 p.m.	St. Louis and Texas Fast Ex. via Main Line.	1:30 a.m.
9:45 a.m.	Springfield Express.	2:50 p.m.
9:45 p.m.	Springfield Fast Express.	1:30 a.m.
9:30 a.m.	Poria Day Express.	2:50 p.m.
9:30 a.m.	Chicago & Paducah R. R. Ex.	2:50 p.m.
12:00 noon*	Streator, Winona, Lacon & Wash. Ex.	2:10 p.m.
4:30 p.m.	Joliet and Dwight Acc.	2:20 p.m.
Ex. Saturdays.	Ex. Sundays.	Daily.

The best and Quickest Short Route from Chicago to

KANSAS CITY, DENVER,

Lawrence, Topeka, Fort Scott, St. Joseph, Atchison, Leavenworth, St. Louis, Springfield, Jefferson City, and all points West and South.

The only Line running Reclining Seat Palace Cars between Chicago and Kansas City, without charge.

No extra charge for seats in these cars which are as comfortable as Palace Sleeping Cars.

Pullman Palace Sleeping Cars run through between Chicago and Kansas City, without charge.

CLOSE CONNECTIONS

In Union Depot, Kansas City, with all Western Roads for Kansas, Colorado, New Mexico, and California; and in Chicago

WITH TRAINS OF ALL ROADS TO AND FROM THE EAST AND NORTH.

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A sleeping car runs in this train from Chicago to Springfield.

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A sleeping car runs in this train from Chicago to Springfield.

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9:25 P. M. NIGHT EXPRESS. Sundays Excepted. Arriving at Dubuque 6:55 A. M.; Waterloo, 11:30 A. M.; Fort Dodge, 4:35 P. M.; Sioux City, 4:10 A. M.

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7:35	8:55	8:00 A. M.	Arrive.....	Green Bay.....	Leave 8:30 P. M. 12:30 P. M. 7:45 A. M. 1:00
6:30	8:10	7:25 A. M.	Arrive.....	Menasha.....	Leave 8:30 P. M. 12:30 P. M. 7:45 A. M. 1:00
1:15	11:10	10:15 A. M.	Arrive.....	Stevens Point.....	Leave 8:45 P. M. 12:30 P. M. 7:45 A. M. 1:00
....	2:55	2:55 P. M.	Arrive.....	Colby.....	Leave 8:45 P. M. 12:30 P. M. 7:45 A. M. 1:00
....	8:00	8:00 P. M.	Arrive.....	Worcester.....	Leave 8:30 P. M. 12:30 P. M. 7:45 A. M. 1:00

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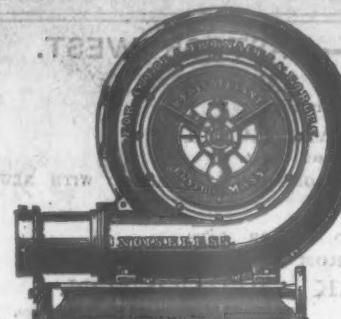
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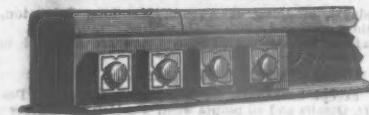
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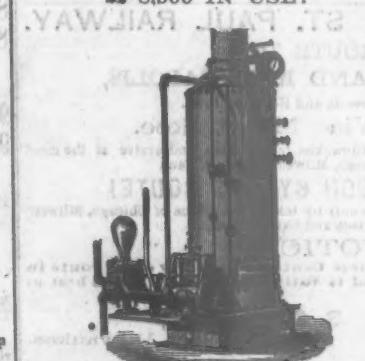
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